









THE PEKING-HANKOW RAILWAY

MORE SQUARE PLODM.  
A couple of Cantonese gentlemen living in Shanghai, members of a powerful syndicate whose aim is to tender for the reconstruction of the Peking-Hankow railway, have been invited to the railway's arrival at Peking of several of their colleagues who have gone there to interview Prince Kung and the members of the Board of Revenue with reference to the scheme. The syndicate in question, it is related, has already deposited three million dollars with the bank, and has been able to raise the worth of securities in three Chinese banks in Peking, as evidences of their wealth and ability to carry their suggestions to a successful issue. This amount is one-half of what will be at present required to build the railway according to the edict published in these columns last week, and the other half, the \$5,000,000, the syndicate

and merchants of the various treaty ports and provincial capitals, and from the Chinese of California, Australia, and the Straits Settlements, within six months of the promulgation of an edict granting the necessary authority to the syndicate. It is said that the syndicate includes several wealthy retired immigrants who have returned from California, Australia, Singapore, and Java; number of the best-known Chinese of Hongkong, and a few in Shanghai; whilst those from Canton are represented by such men as the late Mr. Ho.

Princes Kung and Li and their colleagues in the Ministry of War, including several of the Presidents and Vice-Presidents of the Board of Revenue, were to have granted an audience on Sunday (5th instant) to the representatives of the syndicate. The factory the applicants were to be presented to the Emperor in a special audience in the Palace, this being the prelude to the issue of the edict of authorisation. The members of the syndicate now in Peking are staying with H.E. Chang Ying-huan, Vice-President of the Board of Revenue and Minister to the United States, etc., who are fellow-provincial of theirs, and it was doubtless through this official's influence that they have been successful so far. In addition, what is said to be the amount of \$20,000 was spent to enable the applicants to reach their destination.—A.G. C. News.

**MEETING THE 'STRATHNEVIS.**  
CAPTAIN TREETHOWAN'S STORY.  
It was Captain Treethowan of the *John Gambles* who carried news of the *Strathnevis* into Vancouver. The story of his trip, as reported in an American

[illegible][illegible]

with the wind at the rate of fifty miles an hour and have been gently pushed back toward 1700 miles almost exactly over our former track. Our rice has run out and the Chinese do not take kindly to our European food. Our provisions for the captain and crew are holding out and we are on full rations yet, but should the worst come to the worst we can tackle our cargo for flour. It is pretty tough to think that the John Gamb's can give us no assistance and we don't know what fate may have in store for us. If you had only been here

DECLINED ALL HELP,  
only requiring me to handle for them  
twenty-five bags of mail, which I have  
caught along and will place on the Canadian  
Oriental steamer, Empress of China,  
which sails from Vancouver for the Orient  
Monday.

Mr. Francis gave me his bearings when he started me on my way, and I found that he was not accurate. When I found the steamer *Sue* was in latitude 45° 15' min. north and longitude 145° 40' west, I concluded that it is about 800 miles, more or less, off Cape Flattery, and about 100 miles north of the *Straitlines*. "What," said the Orient, which is the same track as the *Sue*, "is the *Straitlines*?" I was then taken by the oriental steamers of this name. I cannot understand how they were that the steamer *Zuozu* of the *Kobe* line was off of China did not sight her. *Zuozu* was scarcely out of sight of the *Straitlines* when the wind shifted to the southeast.

...tweening thirteen days, which would  
take the bulky steamer back in a north-  
easterly direction. If she is not picked up  
on the way run on the rugged shores of  
some northern island.

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EMPRESS OF CHINA.....Comdr. H. A. Adams, R.N.R.....WEDNESDAY, 22nd Jan/96.  
EMPRESS OF INDIA.....Comdr. H. Pybus, R.N.R.....WEDNESDAY, 19th Feb/96.  
EMPRESS OF JAPAN.....Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 18th Mch/96.

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Hongkong, December 26, 1895.  
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HONOLULU.

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China (via Nagasaki,  
Kobe, Inland Sea,  
Yokohama and  
Honolulu)..... SATURDAY, Feb. 8,  
at noon.

Peru (via Nagasaki, SATURDAY, Feb. 22

Kobe, Inland Sea, and Yokohama)... (NAGASAKI, Kobe, San, and Yokohama)... at noon.

THE S. S. Mail Steamship CITY OF Peking will be despatched for NAGASAKI, KOBE, INLAND SEA and SAN FRANCISCO, and YOKOHAMA, on SATURDAY, the 25th January, at Noon, taking Passengers and Freight for the above Ports.

THE Steamship KAISAR-I-HIND Capt. F. H. SZYMOSK, carrying E. Majeesty's Mail, will be despatched from this for BOMBAY, on THURSDAY, the 16th January, at Noon, taking Passengers and Cargo for the above Ports. (The Steamship Kaikyo Maru will be despatched from this for BOMBAY, on THURSDAY, the 16th January, at Noon, taking Passengers and Cargo for the above Ports.)

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

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For further information as to Passage and Freight, apply to the Agency or the Consulate No. 2, Prince Street.

J. S. VAN BUREN,  
 Agent.  
 Hongkong, January 6 1896. 38  
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 (SUBJECT TO ALTERATION).

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Hankow.....	3,694	Tuesday	Mar.
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